New sites for oil drilling in Santipur

1406. SHRI GUNDAPPA KORWAR: Will the Minister of PETROLIUM AND NATURAL GAS be pleased to state:

(a) whether the Oil and Natural Gas Corporation Limited has discovered any new site for oil drilling at Santipur in West Bengal;

(b) if so, the details thereof; and

(c) the progress made so far in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (CAPT. SATISH SHARMA): (a) to (c) ONGC identified a new site at Santipur in West Bengal and spudded the well in October, 1994. Upto February, 1995 the well had reached a depth of 3200 m.

Acceleration of oil drilling programme

1407. SHRI T. VENKATARAM REDDY: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether Government are considering to accelerate drilling programme all over India to discover new oil reserves quickly; and

(b) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (CAPT. SATISH SHARMA): (a) and (b) Government have approved an Accelerated Exploration Programme to be implemented during 1994—97 at an estimated cost of Rs. 6500 crores. Its major components are:—

(i) Exploration in the deep water areas.

(ii) National seismic programme.

(iii) Exploration in frontier areas.

(iv) Acquisition of acreages abroad.

Resources for development of Railways in Gujarat

1408. SHRI GOPALSINH G. SOLANKI: Will the Minister of RAILWAYS be pleased to state:

(a) whether any new allocation of resources for development of Railways in Gujarat has been made apart from the allocations made in the current Railway Budget;

(b) if so, what are the details thereof;

(c) if not, the reasons therefor;

(d) whether the people of Kutch region have offered 50 percent financial share for completion of gauge conversion work between Gandhidham and Bhuj; and

(e) if so, the details thereof and whether Government have accepted the offer for completion of the said project?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) Yes, Sir.

(b) Additional funds to the tune of Rs. 47 crores for Phulera-Ahmedabad gauge conversion project and Rs. 1 crore for Kapadvanj-Modasa new line project have been provided in 1994-95, over and above the budget allocation.

(c) Does not arise.

(d) No, Sir.

(e) Does not arise. However, the work has been included in the Railway Budget for 1995-96 subject to clearance from the Planning Commission.

Doubling of Daund-Solapur-Wadi section

1409. SHRI SUSHILKUMAR SAMBHAJIRAO SHINDE: Will the Minister of RAILWAYS be pleased to state:

(a) whether a survey of the Daund-Solapur-Wadi section was conducted

and a report thereon submitted in 1980, recommending doubling of lines on the entire section in phases;

(b) if so, the details thereof and what progress has been made so far on doubling of rail lines on different parts of the section, indicating the time by which any one of them was completed;

(c) whether any part thereof, doubling of which has been completed, has been commissioned fully; if so, since when;

(d) what further steps have been and are being taken for doubling of rest of the part of the lines; and

(e) what budget provision has been made during the current year for this project and by when the same is likely to be completed?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) Yes, Sir.

(b) to (e) The survey report for doubling of Daund-Wadi section had revealed the cost of doubling of the 338 kms. long section as Rs. 70 crores at 1980-81 price level, with a Rate of Return of 10 percent. Doubling of the section was taken up in phases as under:—

1. Doubling of Shahabad-Gulbarga section (26 kms.) was completed and the section opened in phases as under:—

(i) Gulbarga-Martur section (approximately 16 kms.) on 31.3.1988.

(ii) Martur-Shahabad section (10 kms.) on 31.3.1989.

2. The doubling of Daund-Bhigwan section (28 kms.) has been included in the Budget for 1995-96.

Name of Project Section	Outlay for 1995-96	Targeted date for Completion
(i) Daund-Bhigwan (28 kms.)	Rs. 1.50 crores	1998-99

3. Survey for doubling of Bhigwan-Gulbarga section (272 kms.) has been included in Budget for 1995-96. Further consideration of the project will be possible after the survey report is received.

Slow speed of trains between Surat and Bombay

1410. SHRI CHIMANBHAI HARIBHAI SHUKLA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that in the absence of a third line from Surat to Bombay passengers and goods trains are moving at slow speed;

(b) if so, the concrete measures taken by Government to increase the traffic movement there; and

(c) the time by which the construction work of third and fourth lines between Surat-Bulsar-Bombay are to be completed?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) No, Sir.

(b) Does not arise.

(c) Third and fourth line already exist between Bombay and Borivali. Works for construction of fifth and sixth line between Bombay and Borivali, third and fourth lines between Borivali-Vasai Road and Vasai Road-Vaitarna have been included in the budget for 1995-96. Besides, Preliminary Engineering-cum-Traffic Survey for third and fourth line between Virar and Ahmedabad is in progress.

Conversion of rail lines in Rewa Division

1411. SHRI DILIP SINGH JUDEV: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to approve the conversion of Rewa Lalitpur, Khajuraho, Satna, Singruli rail lines into broad gauge, for the development of industrially backward Rewa Division;

(b) whether the survey work for these lines has been completed;